# GEOGRAPHIC NEWS BULLETINS

*Published Weekly by*

THE NATIONAL GEOGRAPHIC SOCIETY

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General Headquarters, Washington, D. C.

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*Photograph by Wide World*

**THE LINDBERGHS MET IN MEXICO**

Mrs. Lindbergh's career as a radio operator and aerial navigator dates from December, 1927, when she met Colonel Lindbergh while he was a guest of her father, the late Ambassador Dwight Morrow, during a good-will flight to Bogotá, Colombia (See Bulletin No. 1).

**HOW TEACHERS MAY OBTAIN THE BULLETINS**

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## Mrs. Anne Morrow Lindbergh Awarded Hubbard Medal

MRS. Anne Morrow Lindbergh has been awarded the Hubbard Gold Medal by the National Geographic Society for her brilliant accomplishments as radio operator, aerial navigator, and co-pilot. The award, made by a vote of The Society's trustees, was announced by Dr. Gilbert Grosvenor, President of The Society.

Although several women have flown the North Atlantic by plane, Mrs. Lindbergh is the only woman so to cross the South Atlantic. She is also the only woman to have crossed from America to Japan by air.

Dr. Grosvenor explained that the honor was conferred for Mrs. Lindbergh's tireless and skillful work during the aerial circumnavigation of the Atlantic by Colonel Lindbergh and her last summer, and for similar activities during their flight in 1931 from Washington to Tokyo via Canada and Alaska (see illustration, next page). Presentation of the medal is to be made in Washington on a date to be fixed later.

### Was a Co-Pilot, Not a Passenger

Mrs. Lindbergh's achievements during the Arctic-European-African-South American trip with Colonel Lindbergh last summer were unique in several respects. She traveled more than 29,000 miles in 198 flying hours, not as a passenger but as a co-pilot.

She had the sole responsibility throughout the trip for radio communications, and was commended by veteran wireless operators on both sides of the ocean who received her messages as a worthy member of their fraternity, whose signals always came in fast and clear.

Between radio messages, Mrs. Lindbergh found time to share the navigational duties of her husband, and again received plaudits for her skill and accuracy. A competent pilot, she also handled the controls of the high-powered plane at times, to relieve Colonel Lindbergh.

Mrs. Lindbergh had first shown her ability as a radio operator in 1931 when her signals crackled out of the wilderness of Northern Canada, the Arctic regions of Alaska, and the wind-swept Kurile Islands of Japan to reassure the world that all was well on the unprecedented air adventure.

Since then she has given further study to wireless operation, and is now ranked as an expert.

### First Woman To Receive Medal

Mrs. Lindbergh is the first woman to receive the Hubbard Medal. It has been conferred on nine men, including Colonel Lindbergh, for outstanding geographic achievements.

Other famous recipients of the medal are: Rear Admiral Robert E. Peary and Rear Admiral Richard E. Byrd for attainment of the North Pole; Captain Robert A. Bartlett and Vilhjalmur Stefansson, for Arctic exploration; Roald Amundsen, and Sir Ernest H. Shackleton for Antarctic exploration; Grove Karl Gilbert for achievements in physiographic research; and Dr. Roy Chapman Andrews for his explorations and discoveries in Central Asia.

Only the two Lindberghs and Admiral Byrd have received the award for aerial geographic achievements.



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*Photograph by Alvin M. Sandberg*

**PART OF THE AMERICAN ARMY WAS STATIONED IN VLADIVOSTOK DURING THE WORLD WAR**

This photograph reveals only a corner of the metropolis of Siberia, but it gives a good idea of the extent and outline of its splendidly-sheltered bay, one of the finest harbors in the world. Like Istanbul, Vladivostok lies on a Golden Horn (Zolotoy Rog). The business and residential districts spread out at the foot of many hills (See Bulletin No. 4).

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## El Salvador, and Its Capital, San Salvador

RECOGNITION of the present administration in Cuba by the United States somewhat obscured the recognition of another Latin American republic, El Salvador, during the same week in January. El Salvador and the United States resumed normal diplomatic relations January 26th, after a lapse of two years.

El Salvador is one of the most progressive and most intensely cultivated countries in the Western Hemisphere. Although "Salvador," as the name of the country is generally abbreviated, seldom appears in the news columns, it is distinctive in many respects among the republics of Central and South America.

El Salvador is the smallest country in the mainland of either North or South America, and, excepting Haiti, the smallest nation in the Western Hemisphere. It is the only country between Canada and Colombia without an Atlantic as well as a Pacific seaboard, and it has the densest rural population on the mainland of the Americas. In an area about equal to that of Maryland live nearly 1,500,000 people.

### Connected by Rail with Guatemala

Shut off from the eastern seaboard by Guatemala and Honduras, El Salvador's foreign trade languished until the Panama Canal was opened. A few years ago the country extended its network of railroad lines to the Guatemala border, where a continuation of the line carries important freight and passengers to Puerto Barrios, on the Caribbean, thereby cutting several days and some 1,100 miles from the journey to Eastern United States and Europe. To-day it is also linked with the United States and other Latin-American republics by Pan-American Airways.

Although El Salvador is fringed with rich tropical forests along its Pacific seaboard, and with volcanoes around its inland frontiers, most of the country is situated on a healthful, well-watered and fertile plateau 2,000 feet above sea-level.

Coffee is the chief crop, comprising about 80 per cent of the exports of the country. Salvador coffee is especially prized in Germany, but large quantities of it are also shipped to the United States and The Netherlands. Sugar, the second crop, is nearly all sent to American refineries. Other exports include indigo, hides, gold, silver, rubber, henequen, and tobacco.

The most unusual export of El Salvador, however, is the misnamed "balsam of Peru." Balsam, which is used for medicinal purposes, is the sap of a tree native to El Salvador. But the early Spaniards shipped the sap to Peru, where it was reshipped to Spain. Efforts are being made to have the name "El Salvador balsam" accepted in place of the misnomer "Balsam of Peru."

### Capital a Modern City

San Salvador, the beautiful capital of the little nation, is situated in a pleasant valley a short distance inland from the port of La Libertad, with which it is connected by both rail and motor highway. A thoroughly modern city, with splendid boulevards filled with automobile traffic, San Salvador also has many handsome government buildings that, on a small scale, compare favorably with those of Washington, Paris or Berlin.

The capital, like the other cities of El Salvador, has no skyscrapers. Proximity to several active volcanoes has taught Salvadoreans the wisdom of constructing low, solid buildings.

While many of San Salvador's 96,000 inhabitants are of Spanish and Latin-




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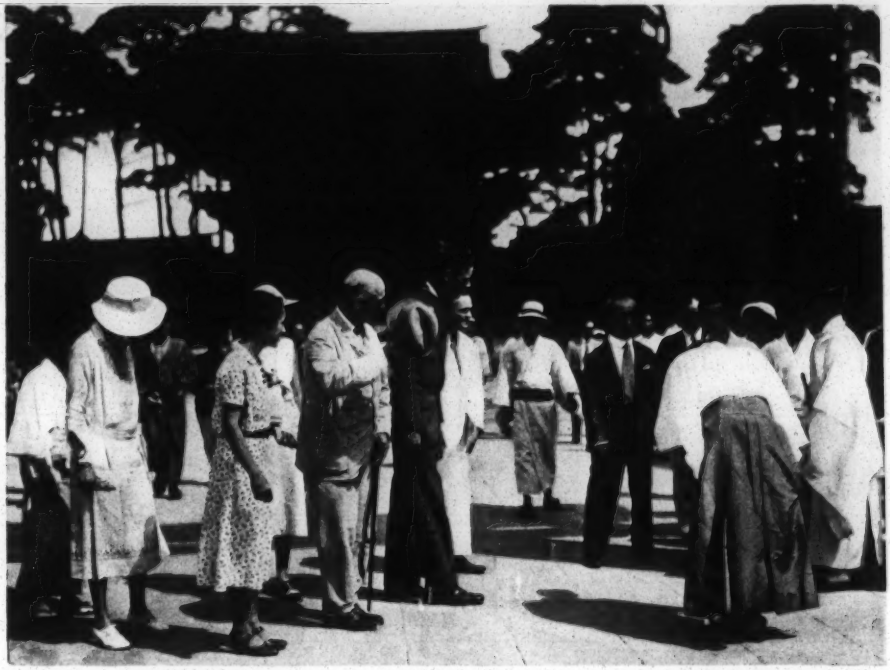
In 1932 the National Geographic Society presented its Special Gold Medal to Amelia Earhart for her solo transatlantic flight.

Note: For supplementary reading about previous Lindbergh flights see: "Tokyo To-day," *National Geographic Magazine*, February, 1932; "To Bogotá and Back by Air," May, 1928; "Seeing America with Lindbergh," January, 1928; and "Air Conquest," August, 1927.

Students preparing project or unit assignments on the recent Lindbergh flight to Europe and return will find helpful data in the following articles written by flyers who have, in part, duplicated it: "Flights from Arctic to Equator," *National Geographic Magazine*, April, 1932; "Skypaths Through Latin America," January, 1931; "By Seaplane to Six Continents," September, 1928; and "Seeing the World from the Air," March, 1928.

See also "Flying," *National Geographic Magazine*, May, 1933.

**Bulletin No. 1, February 19, 1934.**



*Wide World Photograph*

**WHEN MRS. LINDBERGH ACCOMPANIED HER FAMOUS HUSBAND TO JAPAN**

**The flight around the North Pacific in 1931 was Mrs. Lindbergh's first experience in long-distance air travel. It was on this air journey that she first demonstrated her ability as a radio operator. Since then she has perfected her skill and is recognized now as an expert. This photograph was taken when the couple visited the Meiji Shrine, at Tokyo. Between them stands the Hon. W. Cameron Forbes, at that time American Ambassador to Japan.**

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## Oil for the Lamps of China—and Waterproof Tables

TUNG oil is one of America's essential imports. A few years ago all of it had to be bought in China. But before many years have passed American varnish manufacturers may be free from the monopoly which China has long held in the tung oil industry.

About 30,000 acres of tung trees now are thriving in our southern States. They have proved to be a welcome source of income in regions where cotton, corn and citrus fruits can no longer be profitably raised. Experts say that America needs only slightly more than three times as many acres of producing trees as she has at present to be independent of the Oriental market.

Tung oil, sometimes called Chinese wood oil, is extracted from the seeds of the tung tree of central and western China. It is almost unknown in its natural state to the average layman, but, being a good mixer, it hides in many products with which he frequently comes in contact.

### Long Used as Waterproofing Material

Long before Western shipping navigated the Yangtze River, Chinese river men waterproofed their boat timbers regularly by saturating them with tung oil. They also burned the oil in lamps, accumulated tung oil soot to make India ink, and with carbon from burned seed pulp and other materials made a calking compound.

Although tung oil-soaked junks frequently side-swiped Western craft in Oriental harbors and rivers, it was not until about 1869 that Westerners awoke to the fact that tung oil had some amazing qualities. Chemical laboratories discovered that the oil, added to varnish, makes the varnish shed water like a duck's back; thus the origin of the demonstrator in the hardware store window who awes shoppers when he pours hot water on a table top without marring the polish.

From the Chinese success in waterproofing silk with tung oil, Westerners learned that other fabrics could be rendered waterproof in much the same manner. Now tung oil is widely used by manufacturers of raincoats, bath curtains and oil cloth. Wall board manufacturers have discovered that the oil makes a good binder; while the manufacturers of linoleum, steam pipe gaskets, wire insulation, and automobile and motorboat enamels also have become customers of Chinese tung oil producers.

### Chinese Brigands Affect Supply

The United States normally imports about 90,000,000 pounds, or more than $10,000,000 worth of tung oil annually. China's internal unrest has been one of the leading factors in the development of American tung tree plantations. When the value of the oil was discovered, the demand of the American manufacturer grew rapidly. Normally he could obtain sufficient tung oil, but brigands often delayed or destroyed shipments, or producers were deserted by their workers who now and then felt the urge to fight, thus diminishing the supply.

The first tung seeds from China were planted in the United States by the Department of Agriculture in 1905 at Chico, California. A year later, the resulting seedlings were sent to experimental stations through the Southern and Pacific coast regions. They thrived in portions of Florida, California, Alabama, Louisiana, and Mississippi where the frost is not sufficiently severe to nip the trees' sensitive blossoms.



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American descent, the street crowds are largely made up of Indians or mestizos, who comprise nearly two-thirds of the total population of the country. Mingling with limousines and motor buses in the smoothly-paved streets of the capital are many ox carts, driven by ruddy-skinned natives from rural districts, and stolid Indian women, balancing heavily-laden baskets on their heads.

The chief seaport of El Salvador is Cutuco (La Unión), on the Gulf of Fonseca. Here the railroad line from San Salvador and other inland points runs directly on to modern wharves, where cranes facilitate the loading and unloading of cargoes. Cutuco now handles about 57 per cent of the imports and over 30 per cent of the exports of El Salvador. Other important ports are Acajutla and La Libertad. Santa Ana, the nation's second city, is a busy commercial center.

Many of the other communities of El Salvador bear sonorous Indian names, difficult to spell and even more difficult to pronounce, but which roll pleasantly off the tongues of natives. Imagine the job of a train-caller in El Salvador with the following on the daily bulletin board: Ahuachapán, Texistepeque, Atiquizaya, Usulután, or Zacatecoluca!

Note: For additional data about El Salvador and its Central American neighbors see: "Buenos Aires to Washington by Horse," *National Geographic Magazine*, February, 1929; "To Bogotá and Back by Air," May, 1928; "How Latin America Looks from the Air," October, 1927; "Volcano-Girded Salvador," February, 1922; "Shattered Capitals of Central America," September, 1919; and "The Countries of the Caribbean," February, 1913.

**Bulletin No. 2, February 19, 1934.**

*Photograph from Harriet Chalmers Adams*

**DRYING COFFEE AT A SALVADORIAN *FINCA*, OR PLANTATION**

**In the hills of this Central American republic a choice grade of coffee is raised for European markets. After being exposed to the hot sun on outdoor drying floors, the raw beans are sacked and taken by railroad to the chief seaports of El Salvador for export.**

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## Vladivostok, Soviet Russia's Door to the Pacific

THE harbor of Vladivostok was bombed recently! Such a news item without any further details might well startle casual readers as well as students of foreign affairs, because Vladivostok is one of the world's trouble spots, situated as it is at the eastern end of the vast Soviet Republics, very close to Japanese territory in Chosen (Korea).

But the bombing was done by Russian aviators, who dropped 1,000-pound missiles on the frozen surface of the bay to open a channel for shipping.

Vladivostok, the largest and most important port and city on the Siberian Pacific coast, is less than seventy-five years old. A metropolis of more than 100,000 inhabitants, it has been one of the leading outlets for vast quantities of produce from nearly all of Siberia and a large portion of Manchuria (Manchukuo).

### Sprawls up Side of Peninsula

Although the recent Sino-Japanese struggle somewhat stifled the commercial life of the city, Vladivostok's harbor normally is filled with shipping. Its warehouses and docks bulge with soy beans, bean cakes, seeds, timber and fish. Huge tanks hold thousands of gallons of soy bean oil for shipment to many ports of the world.

The city is situated on a peninsula extending from the Siberian mainland (Amur Province) toward the Japan Sea. It sprawls, terrace upon terrace, up the mountainous backbone of the peninsula. The deep bays of the peninsula afford safe anchorage for many sea going vessels near the city, while the main harbor spreads over an area four miles long and one mile wide. In the winter Vladivostok harbor waters freeze, but a fleet of ice breakers generally keeps commerce moving.

Vladivostok's rise to its enviable position among eastern ports was not without distressing eras. During earlier years it was the site of a frontier settlement dominated by a Russian fortress. Boisterous drinking houses, suspicious restaurants, and gambling dens were run with abandon.

Then came three fugitives from German ships—a Dutchman who arrived there ahead of pursuing police, and a Swede and a Finn who had been stranded and found their way to the settlement. They were joined by a Russian reputed to be a fugitive from justice. This "League of Nationals" opened a shop with vodka, wine, tobacco, candles, matches, fish, and rope as the principal stock in trade. The proprietors became rich.

### A City of Many Races

Besides attending the shop, however, the proprietors bought and sold real estate. They erected some of Vladivostok's first substantial buildings on streets that now are the leading thoroughfares of the city.

Since its beginning Vladivostok has been a city of many races, with Russians, Japanese and Koreans dominating a sprinkling of Europeans, Americans and Africans.

To-day, the former settlement of wooden and metal huts has almost disappeared. Knee-deep muddy roads now are wide streets with modern three-story stone and brick buildings flanking them, and automobiles are worrying the most



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Tung trees grow to about 25 feet in height. With their white to pinkish blossoms in the spring they resemble apple trees. The tung fruit is about the size of a small apple. Its five seeds are no larger than robbins' eggs. In China the trees grow wild, but in this country growers have operated their plantations with the modern system of an American orchardist. When the tung fruit ripens in the fall, it drops to the ground. In China the hulls are stripped from the seeds by hand; in this country hulling is done by machinery. Gainesville, Florida, has a tung oil pressing plant, and each Spring holds a tung oil festival at blossoming time.

America's new tung oil plantations are near railroads and modern highways—quite different from the forests where tung trees thrive in China, for there are neither roads nor railroads. To reach the Chinese trees one must penetrate the remote mountain valleys of Hunan and Szechwan provinces.

The oil is carried on human backs to the nearest river shipping point in light bamboo baskets lined with sixteen thicknesses of waterproof paper. Before it reaches the sea, most tung oil shoots the rapids of the Yangtze Gorges. It is not uncommon for a junk containing the oil to pile on the rocks, thus releasing an $8,000 cargo into the swirling stream.

Note: For supplementary reading about regions where tung oil is grown see: "Smoke over Alabama," *National Geographic Magazine*, December, 1931; "Glories of the Minya Konka," November, 1930; "Florida—the Fountain of Youth," January, 1930; "The World's Greatest Overland Explorer (Marco Polo)," November, 1928; "Farmers Since the Days of Noah," April, 1927; "Life Afloat in China" and "Among the People of Cathay," June, 1927; "Through the Great River Trenches of Asia," August, 1926; "Experiences of a Lone Geographer," September, 1925; and "The Land of the Yellow Lama," April, 1925.

**Bulletin No. 3, February 19, 1934.**

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**WATERTIGHT BASKETS BRING TUNG OIL DOWN THE YANGTZE**

**These oriental "oil cans," made of lightly woven bamboo and lined with oiled paper, have a capacity of 10 to 15 gallons. Two of them are piled on the stern of the boat in the photograph. The Chinese seldom paint their river boats. They use tung oil and similar substances to keep the timbers from rotting.**

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## Easter Island, Home of Mysterious Stone Images

EASTER ISLAND, in the Pacific Ocean 2,000 miles west of South America, and one of the most isolated bits of land in the world, has just been officially made a possession of Chile, although the Chilean flag has been flying over the island since 1888.

When it was discovered recently in the Chilean capital that the necessary formalities of registration had never been followed out, the steps to clear up Chile's title to the island were taken quickly.

Easter Island harbors one of the world's most fascinating mysteries. It is known throughout the two hemispheres as the home of crude, giant stone images of the trunk and head of the human body, made by a people of which practically nothing can be learned.

### Hundreds of Statues Once Stood on Burial Platforms

When Westerners discovered the island on Easter Day, 1722, scores of these images stood on stone burial platforms near the coast with their backs to the sea. Many of them had huge stone "hats" poised on their heads. Nearly all of these statues later fell or were overturned. Of the prostrate images, there are more than 600 scattered over the 45 square miles of the island. They range in length from four to 37 feet. The more common length is 14 to 16 feet.

Specimens have been taken to many of the great museums of America and Europe. A particularly fine specimen stands in the U. S. National Museum in Washington, wearing its great stone hat, like a giant bandmaster in towering shako.

The mystery of Easter Island is deepened by the fact that no statues of the sort have been found on other Pacific islands. The workmanship shows a considerable degree of skill. They are almost exactly alike, showing that a definite form or pattern had been worked out, and was accepted by the workmen of new generations as traditionally correct. All, too, were shaped in such a way that they were perfectly balanced and would maintain their upright position.

Hammerlike and chisellike tools of hard stone have been found in the quarries, and with these the softer volcanic stone was worked into the desired shape.

### Island Has No Harbors

To the eye of the civilized artist the statues of Easter Island are rather crude, with their huge, coarse profiles and conventionalized features. But it must be kept in mind that they were not constructed for close scrutiny. Those that stand on the mountain slopes of Easter Island, seen from a little distance, have something of the impressiveness of the Sphinx of Giza. And, like the better-known giant, they awaken a feeling of deep mystery.

There are no harbors on Easter Island, no trees except a few figs and bananas, and no running water. But the population of perhaps 2,000 which the island supported in its palmiest days (before the advent of Europeans), had little difficulty in obtaining the water which it needed from lakes in the extinct volcanoes, and springs on the beach, exposed at low tide, fed from the lakes.

Climatically, this remote island is a paradise. It is reasonably moist and temperate with the southeast trade wind blowing most of the year. In the small fields or plots of the natives are grown bananas, sweet potatoes, melons, corn, pumpkins,



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patient jinrikisha and drosky owners. Few cities of Vladivostok's size have as fine a railway station; a terminal that marks the eastern end of the world's longest railroad.

Vladivostok owes a greater part of its recent growth to the World War. Normally, before the war, the city had about 50,000 inhabitants. In 1918 its population leaped to 200,000. A recent census gives its population as 128,000. The city was a depot for huge supplies of war materials, massed there before the revolution came—acres of automobiles, mountains of car wheels and square miles of barbed wire.

Note: For other Siberian references and photographs see also: "The Society's New Map of Asia," *National Geographic Magazine*, December, 1933; "First Airship Flight Around the World," June, 1930; "Some Impressions of 150,000 Miles of Travel," May, 1930; "Russia of the Hour," November, 1926; "The Far Eastern Republic (Siberia)," June, 1922; "Western Siberia and the Altai Mountains," May, 1921; "With an Exile in Arctic Siberia," December, 1924; "Glimpses of Siberia, the Russian 'Wild East,'" December, 1920.

See also in the GEOGRAPHIC NEWS BULLETIN: "Soviet Union Is Largest Continuous Nation," week of November 27, 1933.

**Bulletin No. 4, February 19, 1934.**

*Photograph by Garner Curran*

**THE LOLLY-POP OF THE FAR EAST**

**Candied crab apples on straws are peddled everywhere in Siberia, Manchuria, and northern China, where they are considered a great delicacy. These Chinese venders are displaying their wares in the square before Vladivostok's busy railroad station.**

pineapples, tomatoes, cotton, and tobacco. More than three-fourths of the island is pasture land. Most of the remainder is covered with broken lava.

Note: Brief additional references to Easter Island and its strange stone images will be found in the following: "The Columbus of the Pacific (Captain James Cook)," *National Geographic Magazine*, January, 1927; "The Romance of Science in Polynesia," October, 1925; "Sailing the Seven Seas in the Interest of Science," December, 1922; "A Longitudinal Journey through Chile," September, 1922; and "The Mystery of Easter Island," December, 1921.

Back copies of the *National Geographic Magazine* may be consulted in the bound volumes in your school or local library.

**Bulletin No. 5, February 19, 1934.**

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*Photograph by J. P. Ault*

**A MYSTERY OF THE AGES ON A LONELY PACIFIC ISLE**

**Little is known of the ancient civilization of which these grim and solemn images are the sole reminders. The National Museum at Washington possesses an excellent Easter Island statue, hewn from volcanic tufa, or porous rock.**

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